

Table A.2 — Accident Rate on State Freeways within Alameda County, 1995 through 1999

Freeway	Route Length	Total Number of Accidents					Accidents/Million Vehicle Miles *					Statewide Average for Similar Facility
		1995	1996	1997	1998	1999	1995	1996	1997	1998	1999	
Highway 13	5.359	126	124	119	149	104	1.29	1.27	1.14	1.43	1.00	0.92
Highway 24	4.394	209	259	278	274	259	1.01	1.24	1.31	1.29	1.22	0.90
Interstate 80	6.641	1,003	916	1055	1252	1369	1.99	1.80	2.20	2.61	2.85	1.09
Route 84 (Dumbarton Bridge)	2.651	60	90	83	118	112	1.17	1.75	1.38	1.82	1.73	0.91
Route 92 (San Mateo Bridge)	6.584	231	236	294	207	216	1.19	1.21	1.39	1.63	1.70	1.23
Interstate 238	2.221	176	153	179	137	128	2.08	1.81	2.01	1.98	1.85	0.97
Interstate 580	54.145	2,065	2,117	2,059	2296	2123	0.85	0.80	0.78	0.87	0.80	0.81
Interstate 680	21.482	476	619	625	698	678	0.56	0.73	0.68	0.75	0.73	0.92
Interstate 880	32.270	2,734	2,874	2,977	3185	3364	1.45	1.38	1.44	0.98	1.38	1.09
Interstate 980	2.027	195	175	151	129	99	1.51	1.35	1.12	0.95	0.73	1.19

* Rate based on number of total and injury accidents per million vehicle miles.

Source: California Department of Transportation, District 4

Table A.3 — Crimes Reported At BART Stations In Alameda County, 2000

BART Station	Number of Reported Crimes In 2000	Estimated Number of Patrons (per year)	Average Number of Crimes per 1,000 patrons	Number of Part I Crimes Reported in 2000
Lake Merritt	772	1,339,305	0.58	34
12th Street	1,449	3,542,436	0.41	50
Coliseum	1,320	2,230,623	0.59	220
Fruitvale	1,229	2,441,446	0.50	191
Berkeley	495	3,259,374	0.15	33
Hayward	801	1,414,737	0.57	89
MacArthur	1,001	1,897,759	0.53	62
Ashby	675	1,294,867	0.52	117
Fremont	772	1,864,303	0.39	92
Bayfair	756	1,528,067	0.49	131
West Oakland	723	1,375,324	0.53	72
San Leandro	523	1,499,063	0.35	144
19th Street	911	2,223,781	0.41	43
South Hayward	272	878,189	0.31	47
Union City	440	1,195,864	0.37	53
Rockridge	307	1,443,131	0.21	71
North Berkeley	266	1,132,549	0.23	87
Castro Valley	187	624,085	0.30	35
Dublin/Pleasanton	645	1,835,935	0.35	78
Totals	13,494	33,020,838	0.41	1,649

Source: BART Police, Officer Kevin Franklin #380. 2000 calendar year. Part I crimes include homicide, forcible rape, robbery, aggravated assault, larceny, theft, motor vehicle theft, burglary, and arson. Part II crimes include fare evasion, vandalism, and battery. The number of Part II crimes are calculated by subtracting Part I crimes from Total Crimes.

Table A.4 — Crimes Reported on the AC Transit Systemwide, 1993-94 through 1999-2000

Fiscal Year	Number of Service Calls	Number of Crimes Reported	Number of Part I Crimes
1993/94	4,400	769	106
1994/95	4,416	533	186
1995/96	3,792	564	137
1996/97	3,437	335	85
1997/98	3,793	256	79
1998/99	3,472	420	99
1999/2000	4,640	292	73

Source: Bob Hughes, AC Transit. Part I crimes include homicide, forcible rape, robbery, aggravated assault, larceny, theft, motor vehicle theft, burglary, and arson. Part II crimes include fare evasion, vandalism, and battery. The number of Part II crimes are calculated by subtracting Part I crimes from Total Number of Crimes Reported.

Freight Movement

State highways in Alameda County carry more truck “vehicle miles traveled” (VMT) than in any other county in the Bay Area. Truck travel in Alameda County represents one-third of all truck VMT in the region. In 1990, truck travel accounted for over eight percent of the total VMT on Alameda County state highways, compared with an average of 5.6 percent in other Bay Area counties.

Interstate 580 serves as a critical gateway for trucking operations between the Bay Area and I-5, California’s north/south mainline for trucks. On I-580 at the Altamont Pass, 20 percent of all vehicles are large trucks, more than twice the rate on other sections of Alameda County freeways. Sixty percent of all large trucks on the Altamont Pass have either an origin or destination in Alameda County, with 25 percent traveling through to either Contra Costa or Santa Clara Counties. In comparison, only 25 percent of large trucks at the Sunol Grade on I-680 have an Alameda County origin or destination. Large through trucks are prohibited from using I-580 through San Leandro and Oakland. The designated through-truck route in this portion of Alameda County is I-880 and I-238.

The percentages of large trucks on the bridges spanning San Francisco Bay with an Alameda County origin or destination are as follows: 89 percent on the Dumbarton Bridge, 76 percent on the San Mateo Bridge and 55 percent on the Oakland-San Francisco Bay Bridge.

The Port of Oakland occupies approximately 19 miles of shoreline between Emeryville and San Leandro, with more than 610 acres of marine terminal facilities including 26 ship berths. An average of 36 ships per week connects Alameda County with more than 85 countries. The Union Pacific Intermodal Yard is located within the Port, providing transcontinental rail service. The Burlington Northern/Santa Fe (BNSF) intermodal yard is currently located in Richmond, 11 miles from the Port. BNSF is scheduled to relocate part of its intermodal operation to the JIT at the Port by Year 2001. The Port has recently acquired the Fleet Industrial Supply Center from the Navy and is developing the property for maritime use.

Truck routes between the marine terminals, intermodal rail yards and freeways are relatively direct, generally allowing trucks to move

separately from Oakland city traffic. Estimates of truck traffic for all facilities within the Port of Oakland show 7,200 average daily truck trips, the majority of which have origins or destinations outside the Port of Oakland. Surveys conducted at the gates entering nine marine terminals within the Port of Oakland indicate that 42 percent of inbound and outbound traffic had an origin or destination in Alameda County.

FUTURE TRANSPORTATION CONDITIONS

Future Roadway Conditions

Morning and afternoon peak-hour roadway traffic volumes were projected using the Alameda Countywide Travel Model. Changes in commute patterns are presented in Figure A.4. Congested (LOS E and F) locations are illustrated in Figures A.5 - A.23 for 2025 Baseline and Tier 1 scenarios for both the a.m. and p.m. peak hours. The Tier 1 projects tested using the countywide travel model are listed below:

- I-80/Gilman Street Interchange Improvements

- I-80/Ashby/Shellmound Interchange Modification
- I-880/Broadway/Jackson Interchange Phase 1
- I-880/42nd/High Street Interchange Improvements
- I-580 Westbound/SR 238 Bypass Connector and SR 238 Bypass Stages 2 and 3
- Isabel/Route 84/I-580 Interchange
- SR 84 Southbound HOV Lane Extension from Newark Boulevard to I-880
- SR 84 Southbound HOV On-ramp from Newark Boulevard to existing SR 84 Southbound HOV Lane
- BART/Rail Extension to Warm Springs
- BART Oakland Airport Connector
- Oakland/Berkeley/San Leandro Transit Corridor Enhancement (Stage 1, BRT)

(Note: The above list represents the portion of the total Tier 1 project list that can be evaluated by the Countywide Travel Model.)

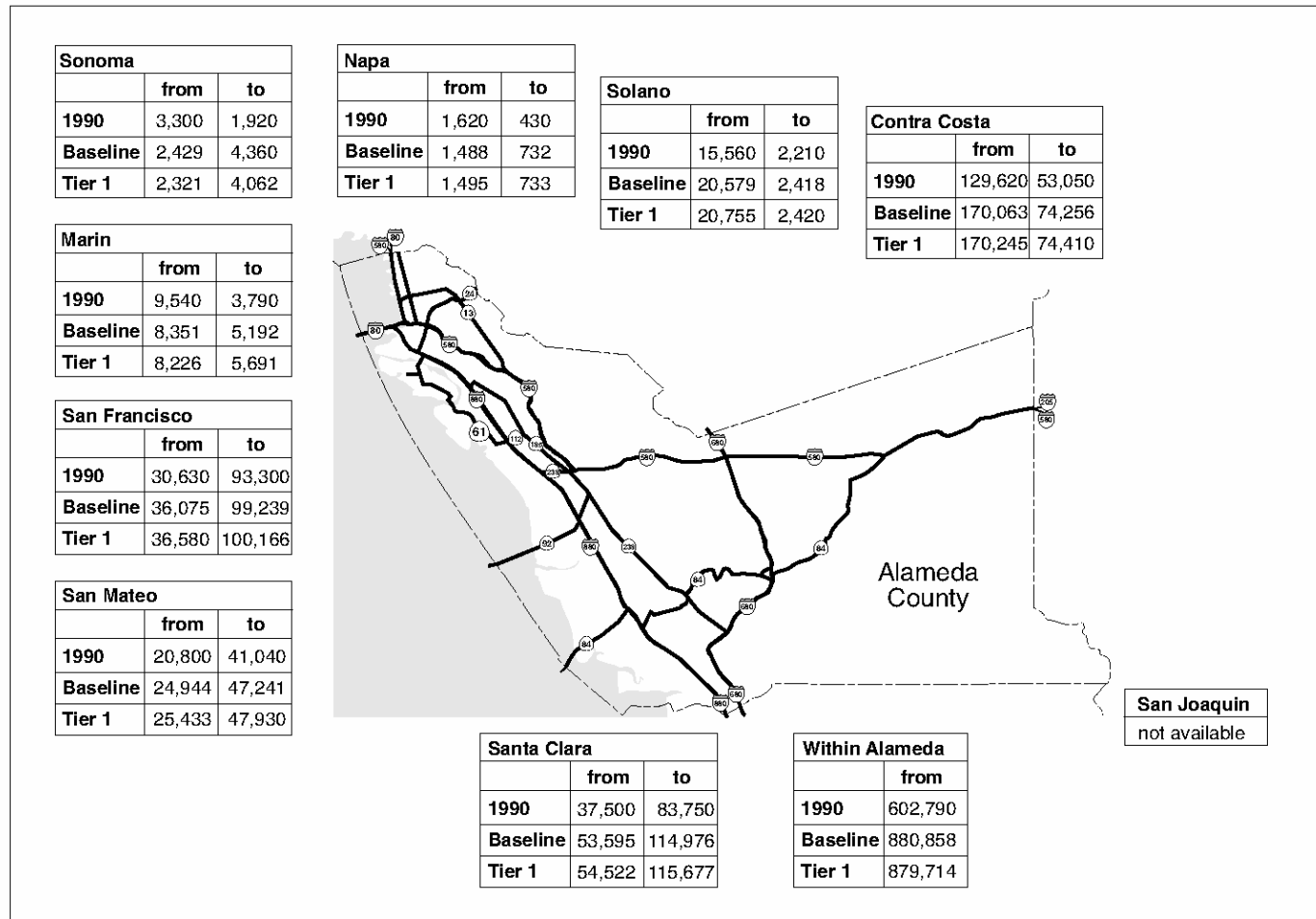
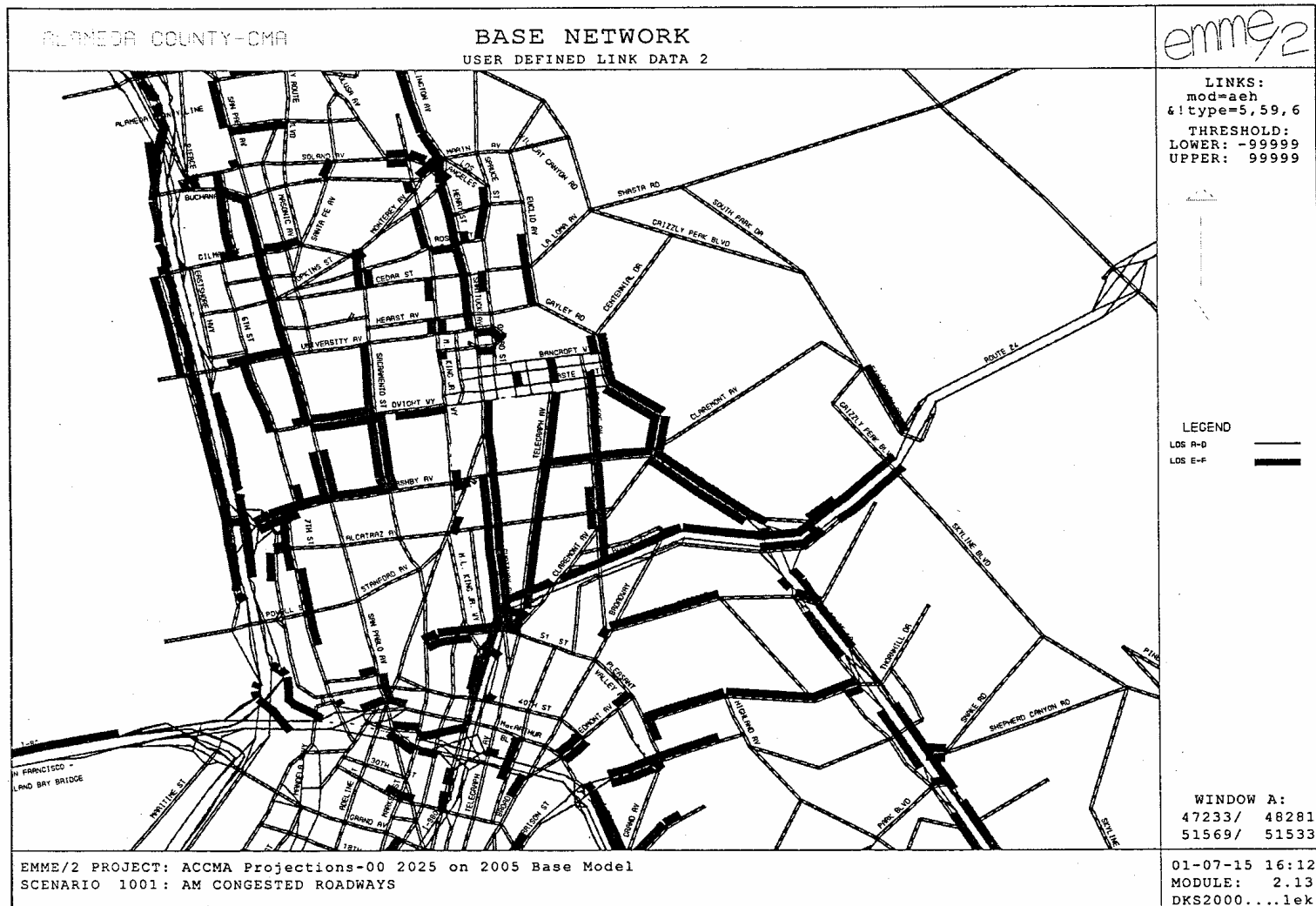
Figure A.4 — Distribution of Peak-Hour Commute Person-Trips

Figure A.4
Distribution of Daily Commute Person-Trips

Source: Alameda County CMA Demand Model

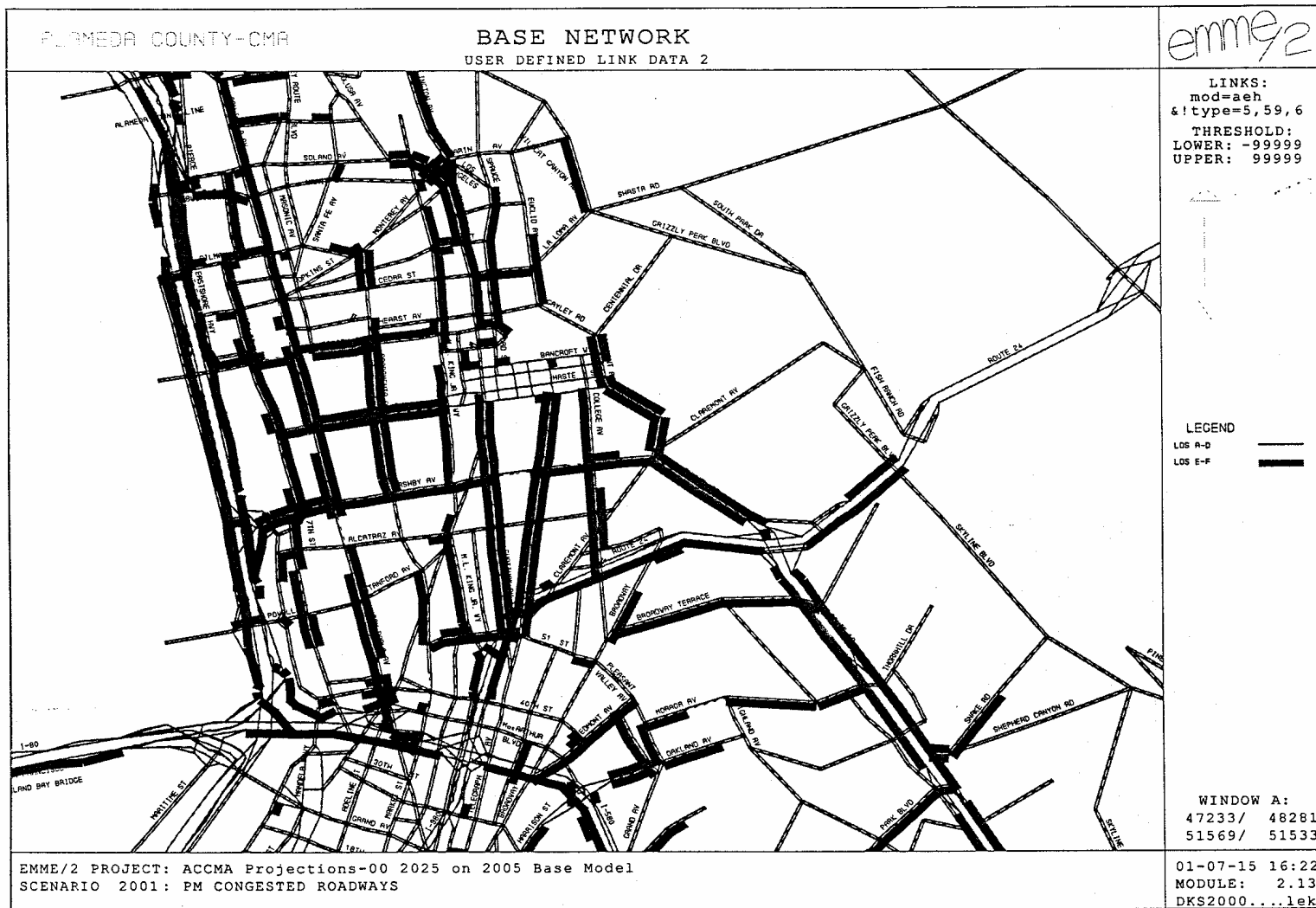
Source: Alameda Countywide Travel Model

Figure A.5 — 2025 Baseline Congested Roadways, A.M. Peak Hour, North County



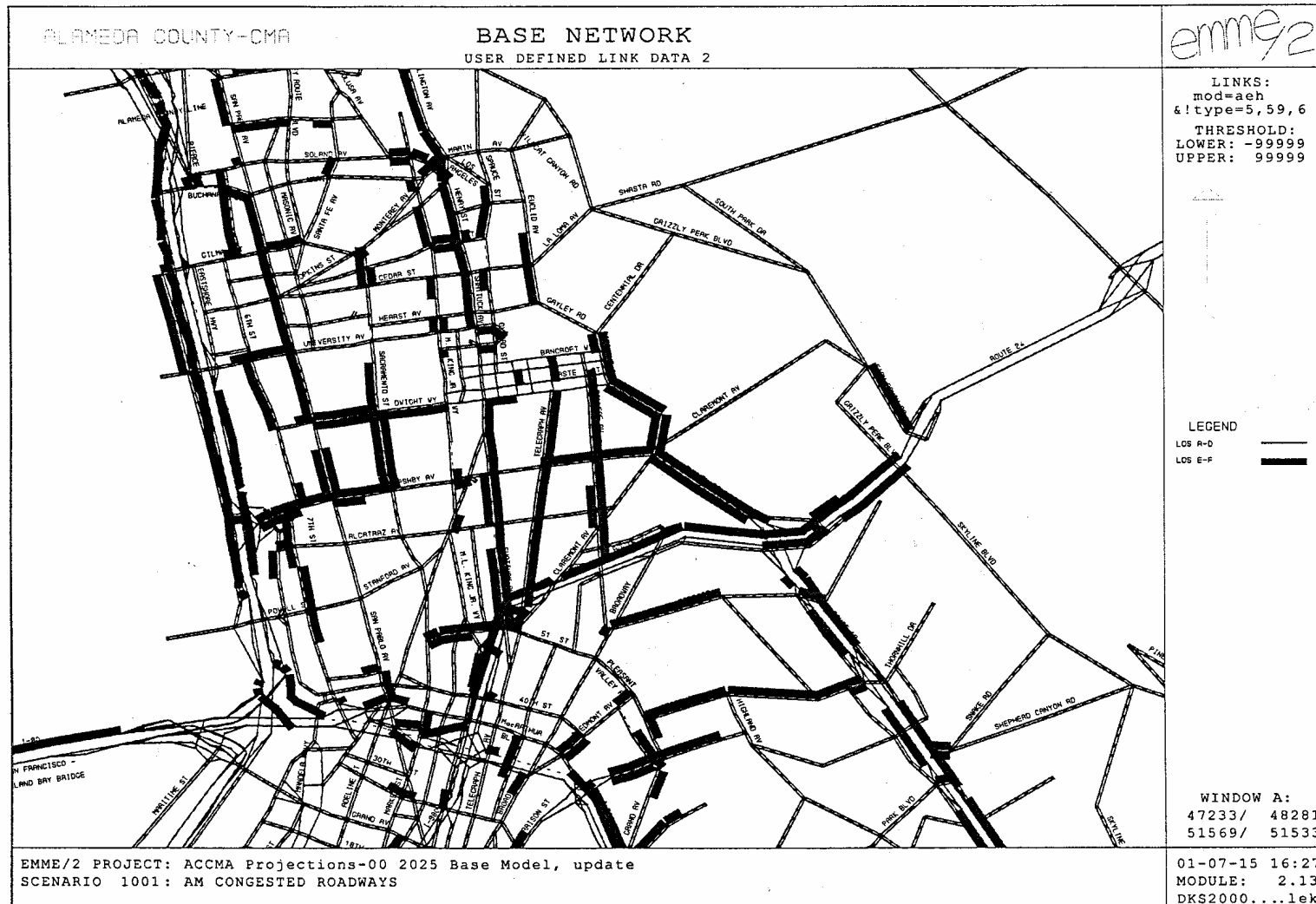
Source: Alameda Countywide Travel Model

Figure A.6 — 2025 Baseline Congested Roadways, P.M. Peak Hour, North County



Source: Alameda Countywide Travel Model

Figure A.7 — 2025 Tier 1 Congested Roadways, A.M. Peak Hour , North County



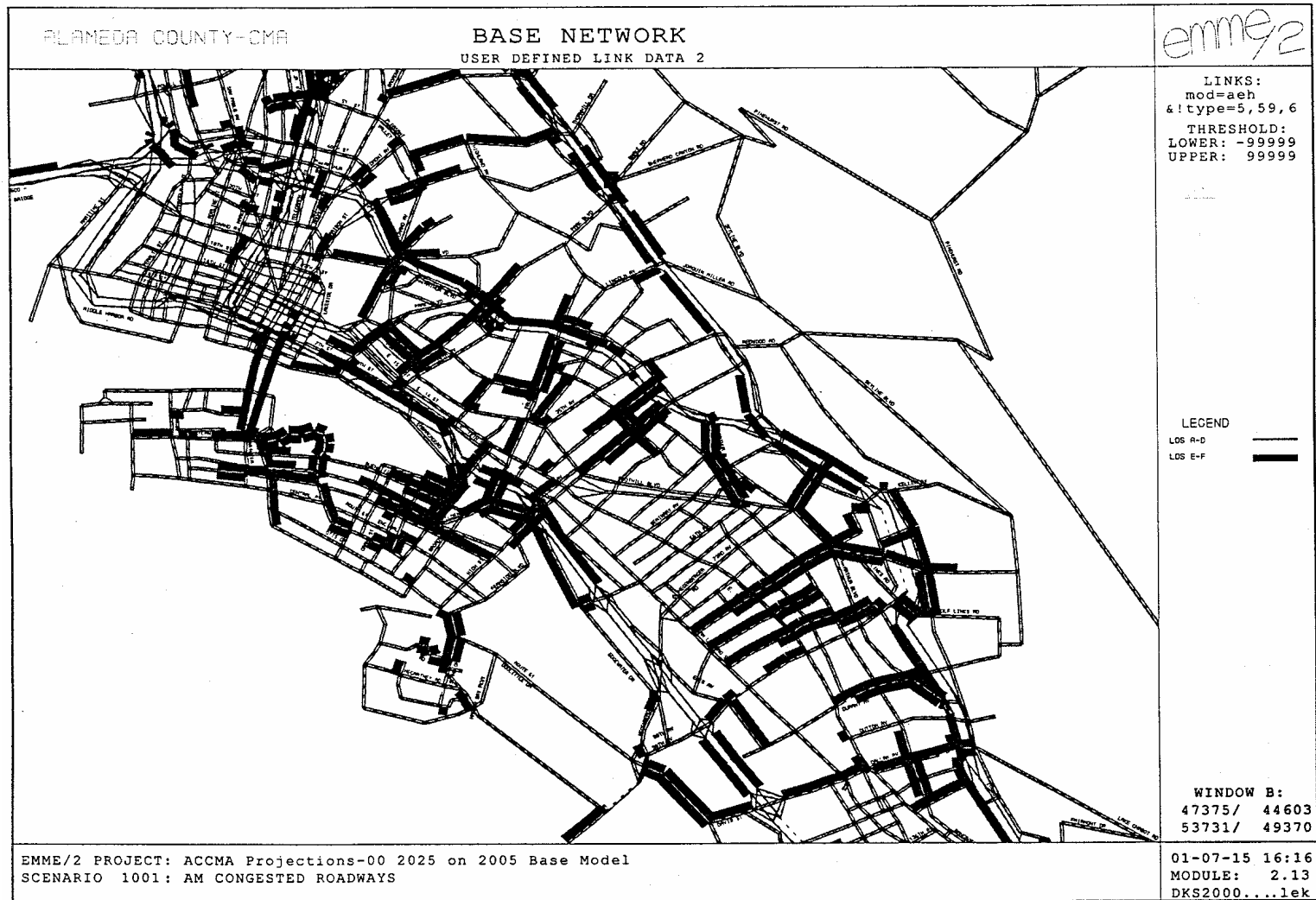
Source: Alameda Countywide Travel Model

Figure A.8 — 2025 Tier 1 Congested Roadways, P.M. Peak Hour, North County



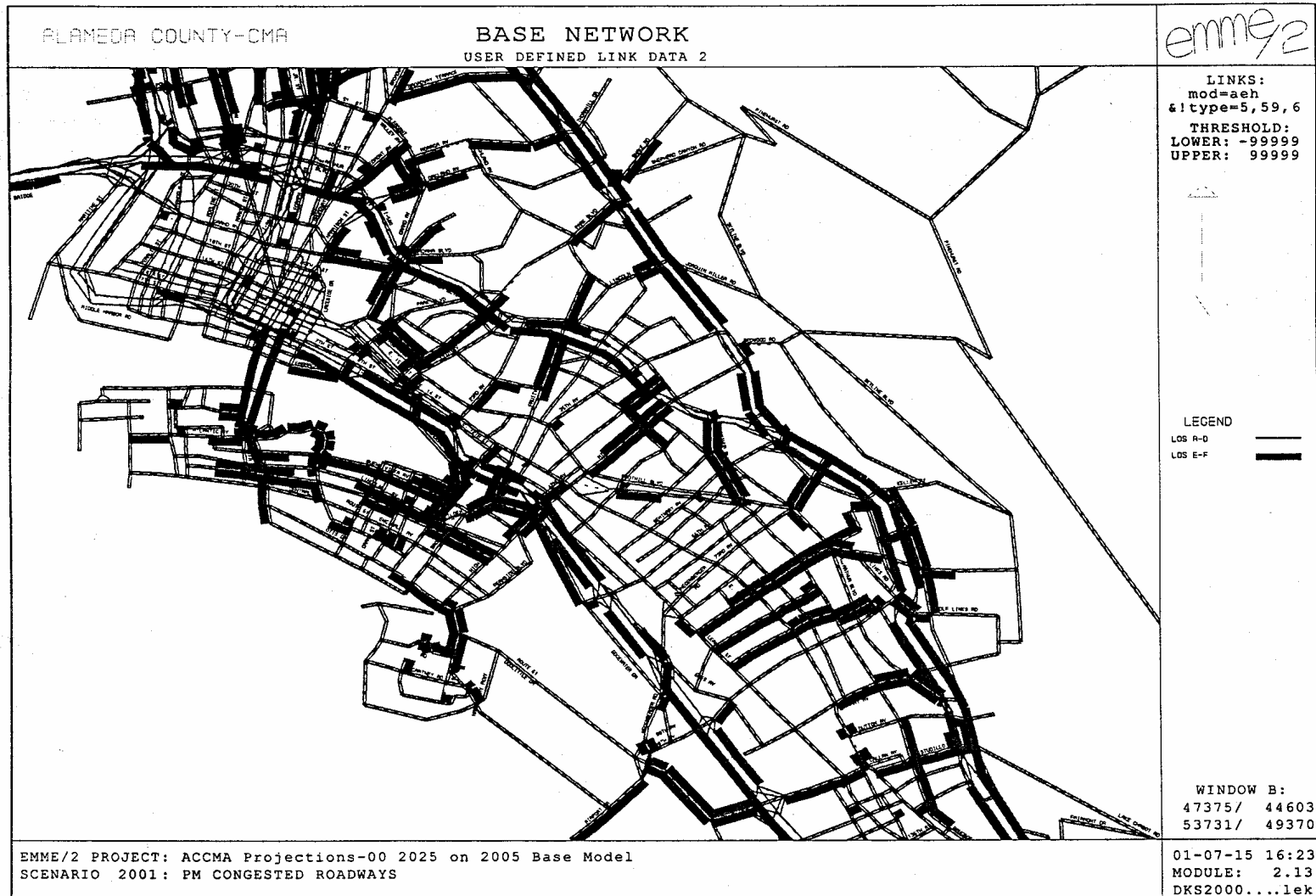
Source: Alameda Countywide Travel Model

Figure A.9 — 2025 Baseline Congested Roadways, A.M. Peak Hour, North Central County



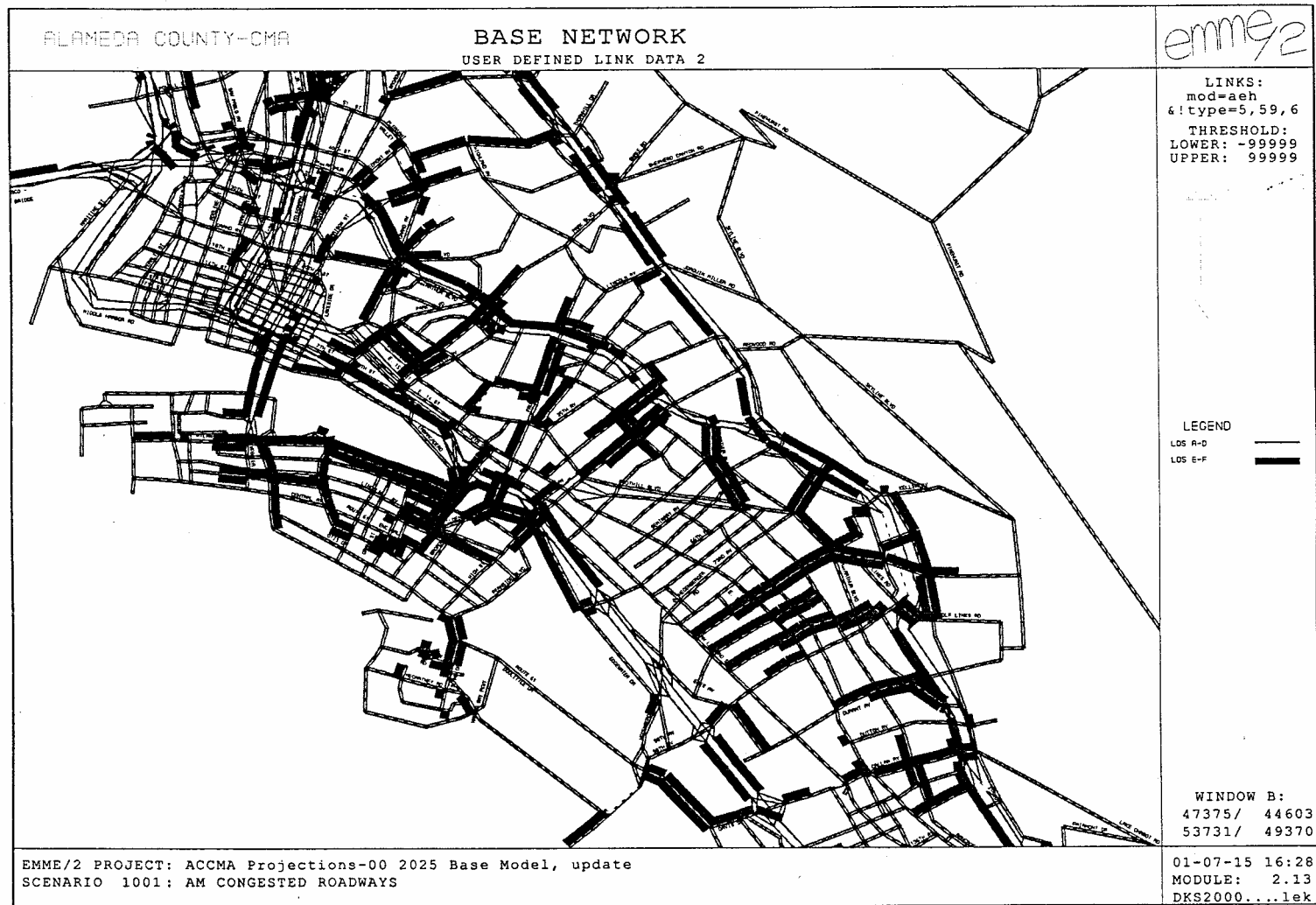
Source: Alameda Countywide Travel Model

Figure A.10 — 2025 Baseline Congested Roadways, P.M. Peak Hour, North Central County



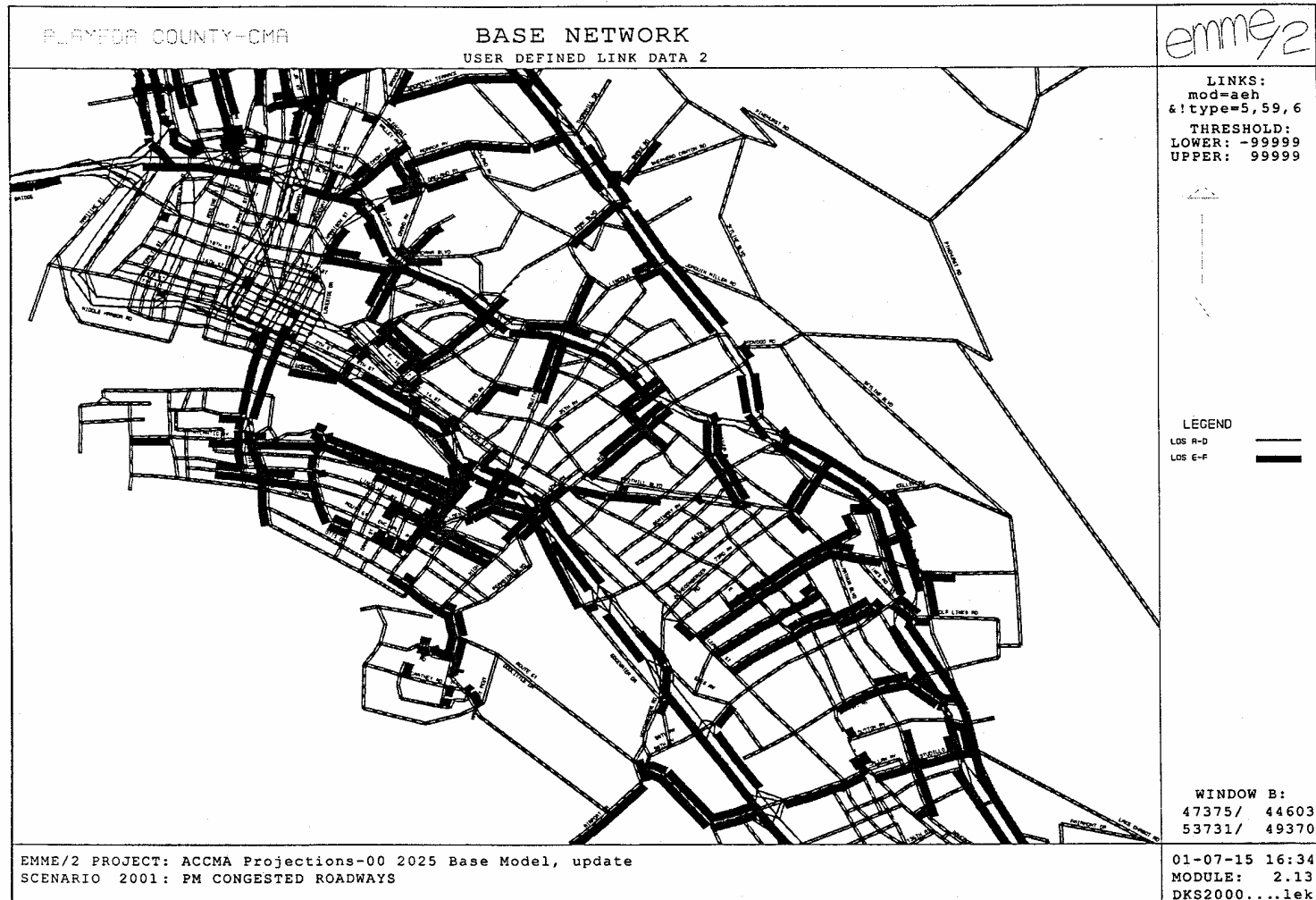
Source: Alameda Countywide Travel Model

Figure A.11 — 2025 Tier 1 Congested Roadways, A.M. Peak Hour, North Central County



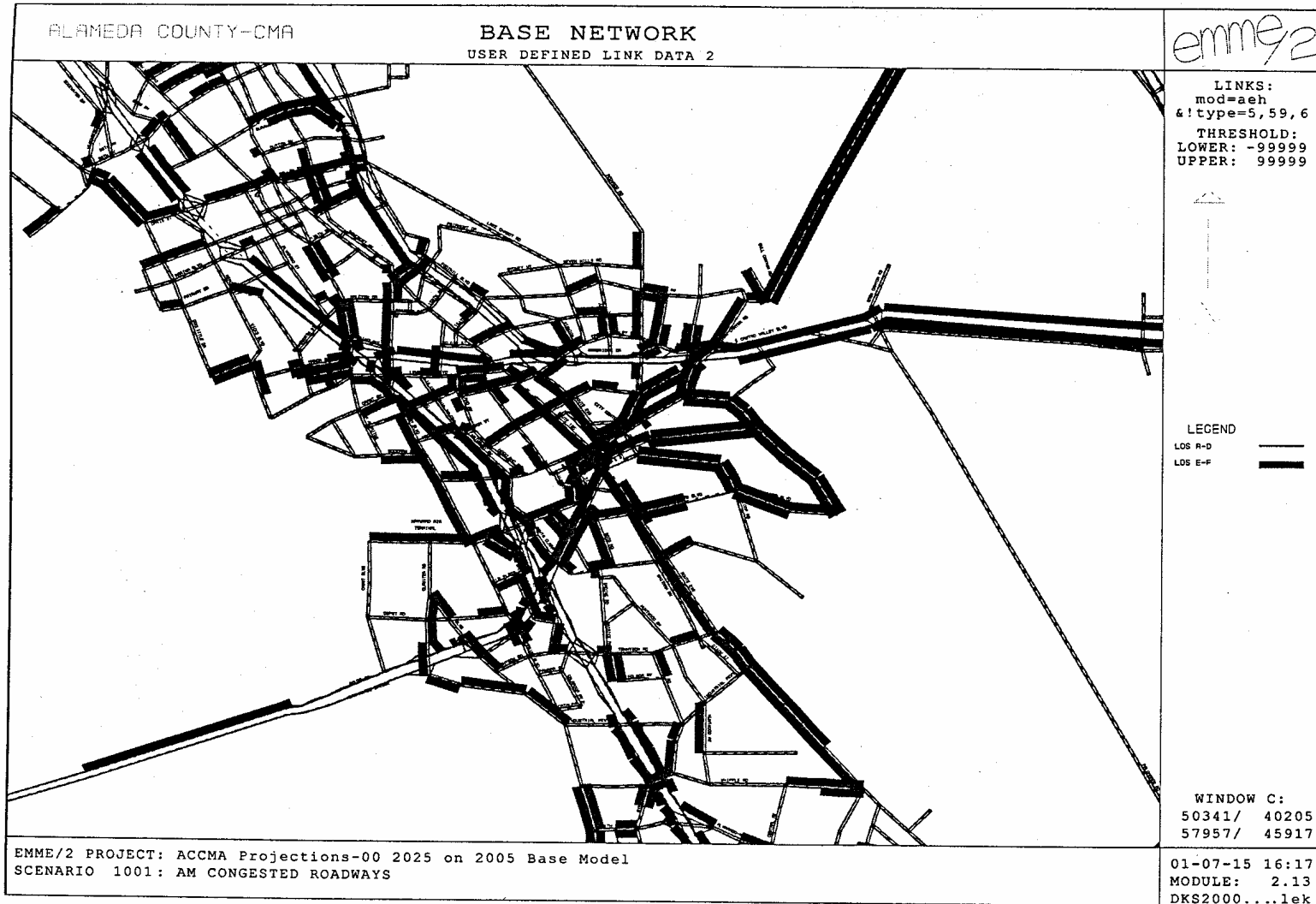
Source: Alameda Countywide Travel Model

Figure A.12 — 2025 Tier 1 Congested Roadways, P.M. Peak Hour, North Central County

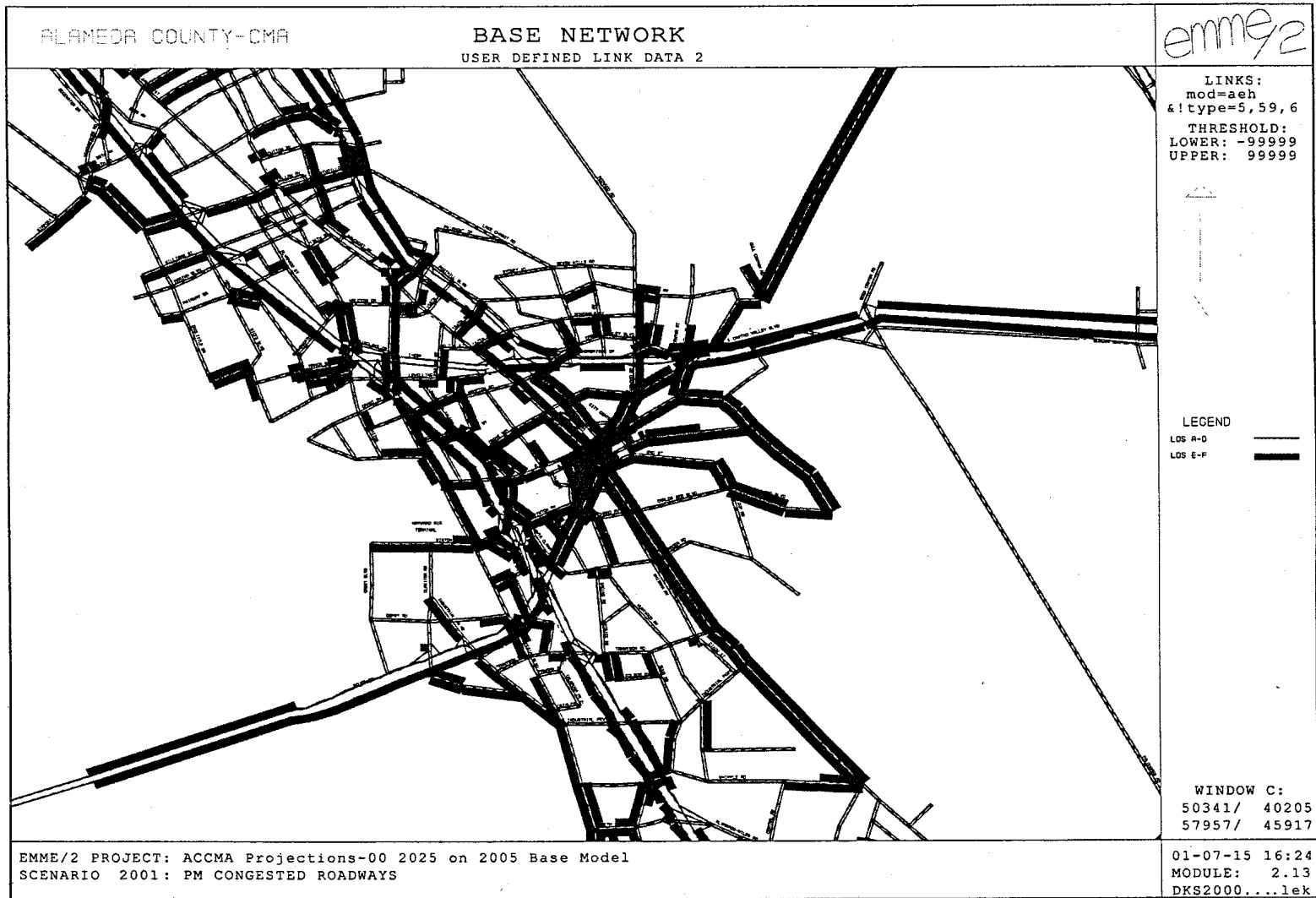


Source: Alameda Countywide Travel Model

Figure A.13 — 2025 Baseline Congested Roadways, A.M. Peak Hour, Central County

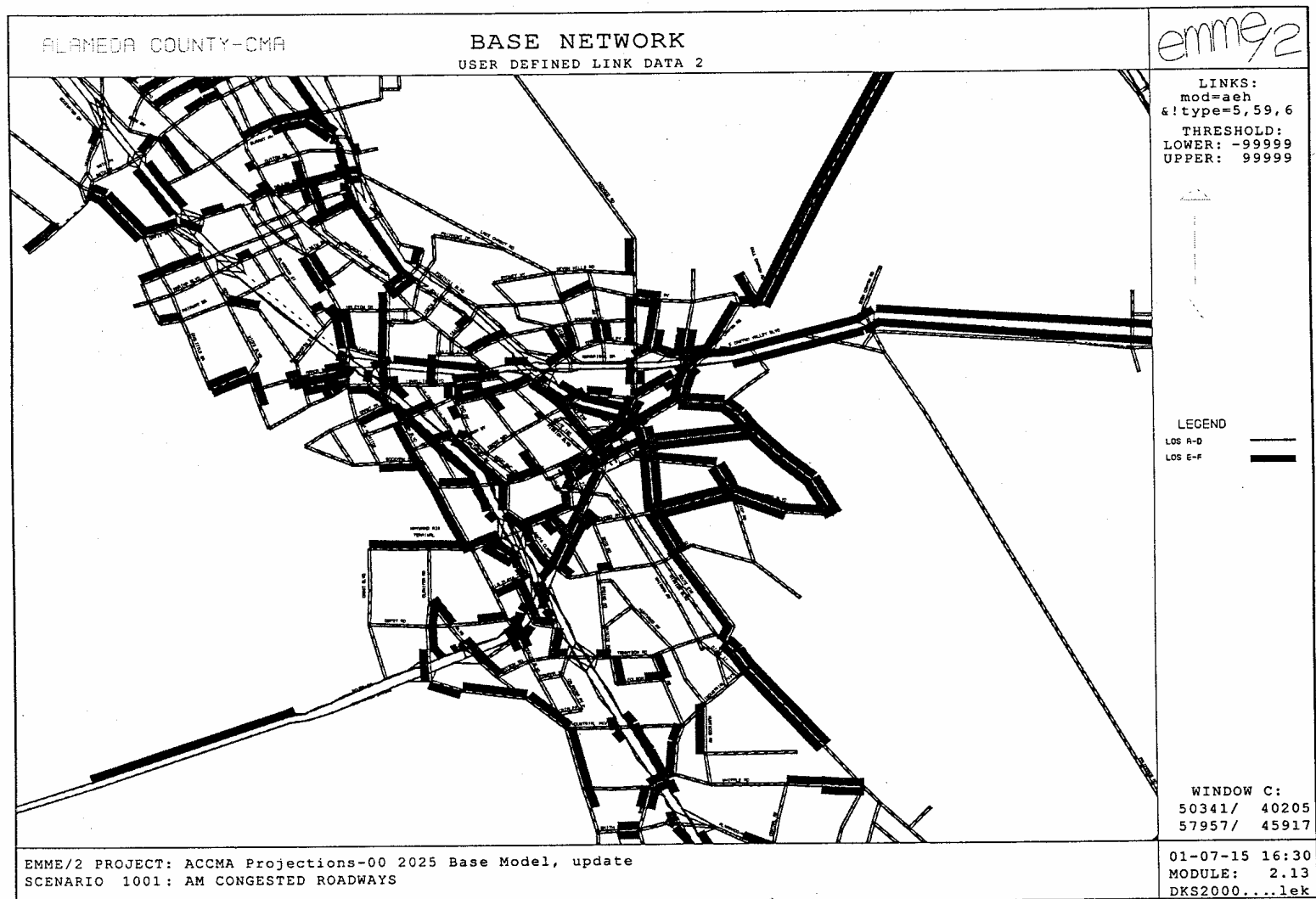


Source: Alameda Countywide Travel Model
Figure A.14 — 2025 Baseline Congested Roadways, P.M. Peak Hour, Central County



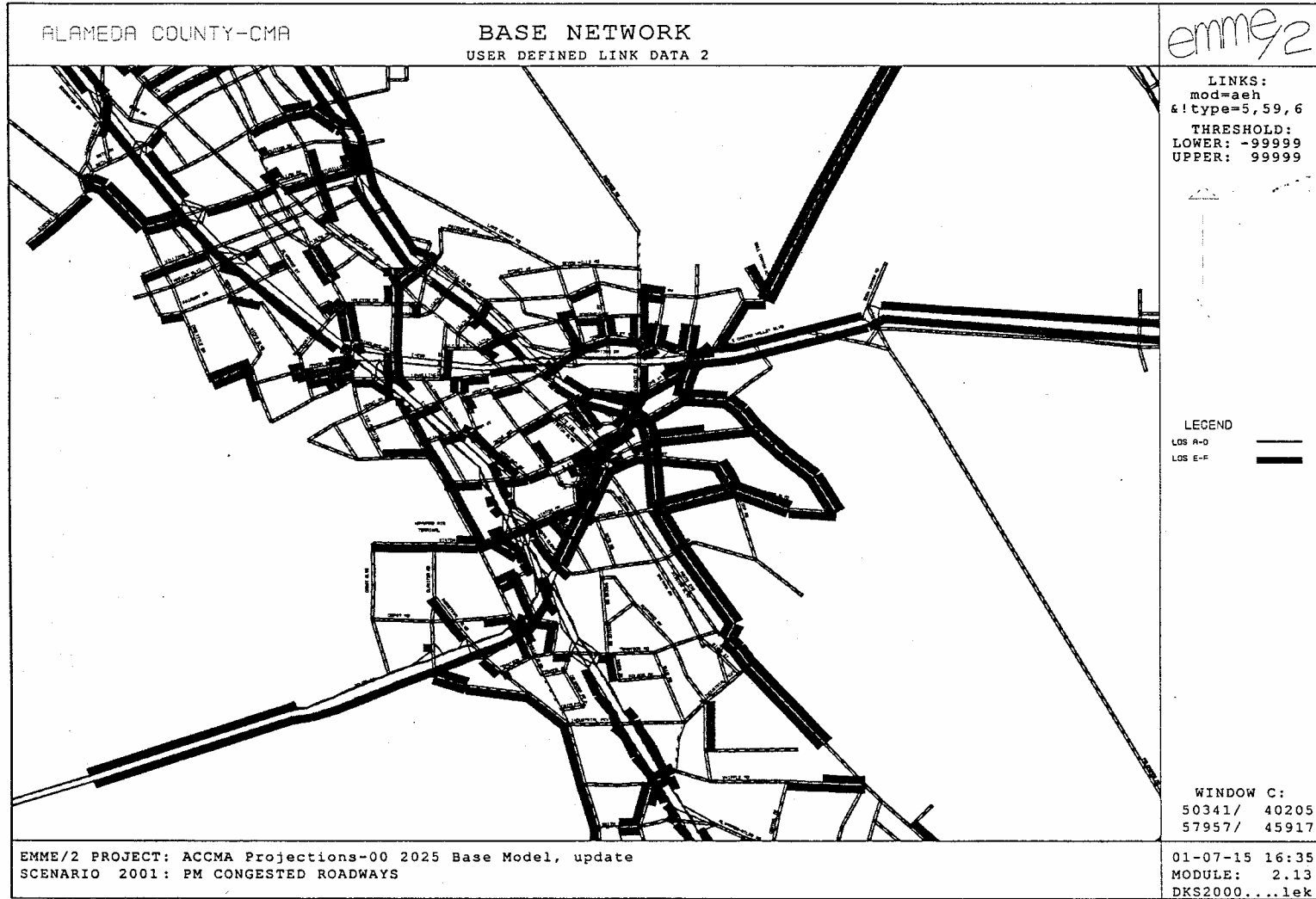
Source: Alameda Countywide Travel Model

Figure A.15 — 2025 Tier 1 Congested Roadways, A.M. Peak Hour, Central County



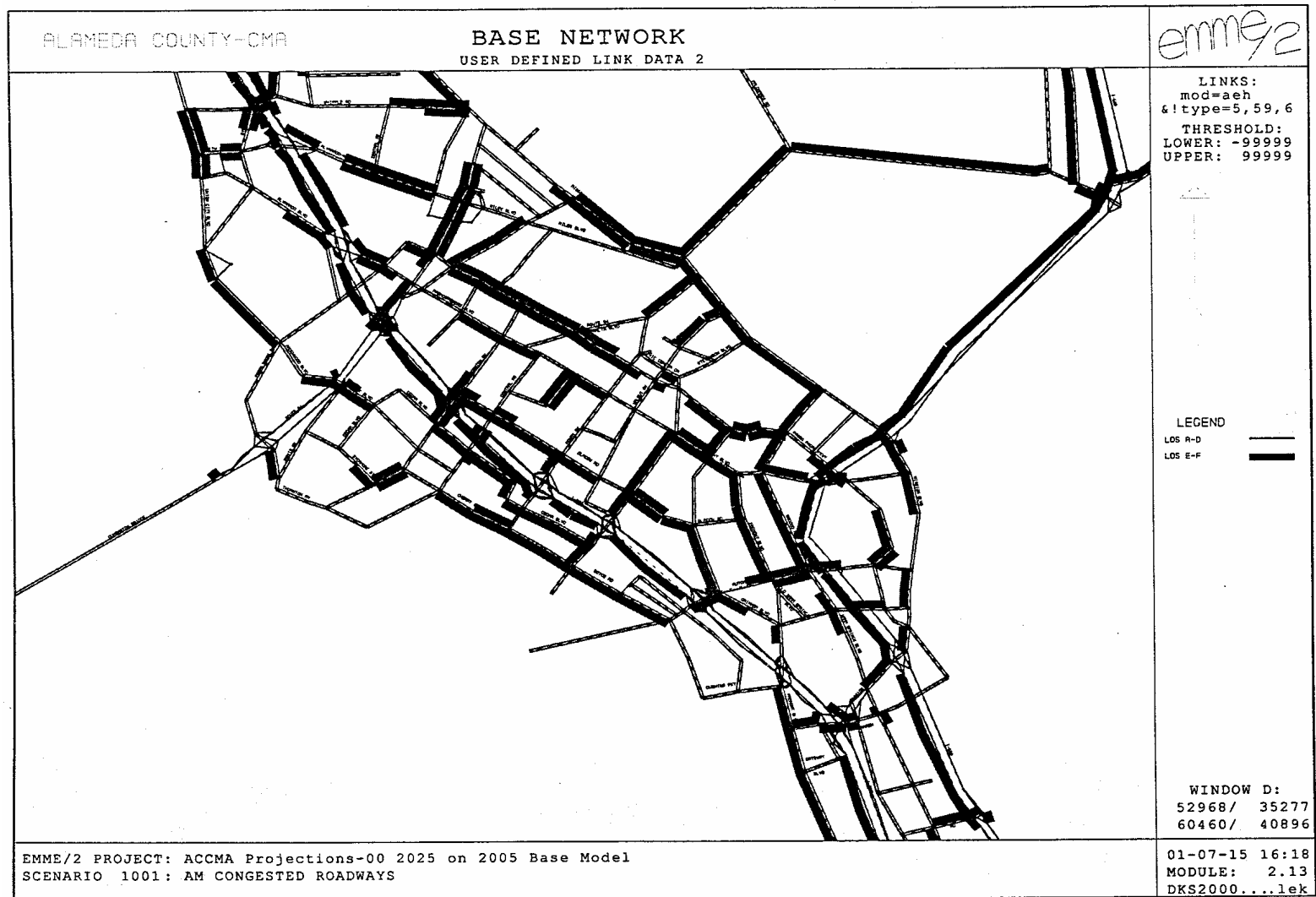
Source: Alameda Countywide Travel Model

Figure A.16 — 2025 Tier 1 Congested Roadways, P.M. Peak Hour - Central County

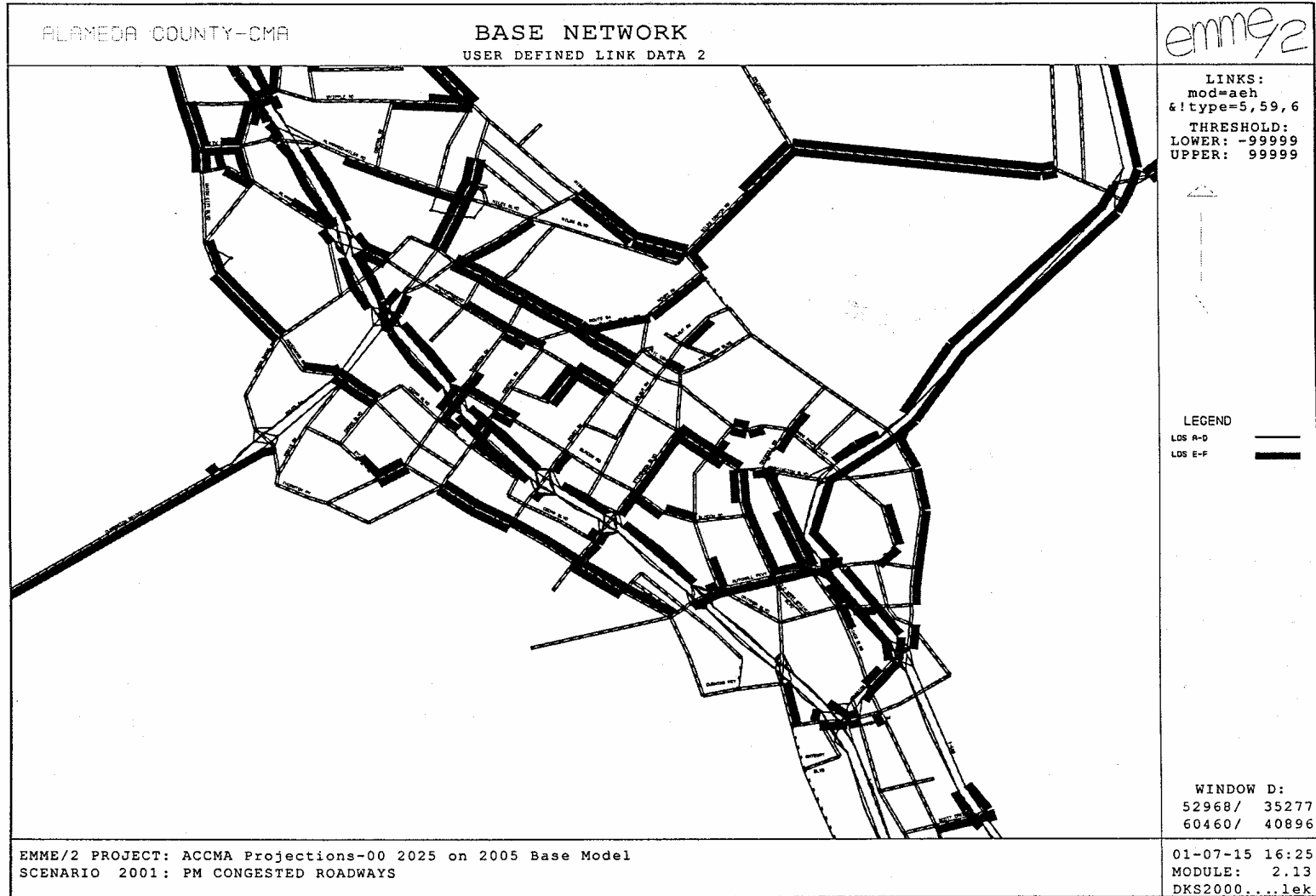


Source: Alameda Countywide Travel Model

Figure A.17 — 2025 Baseline Congested Roadways, A.M. Peak Hour, South County

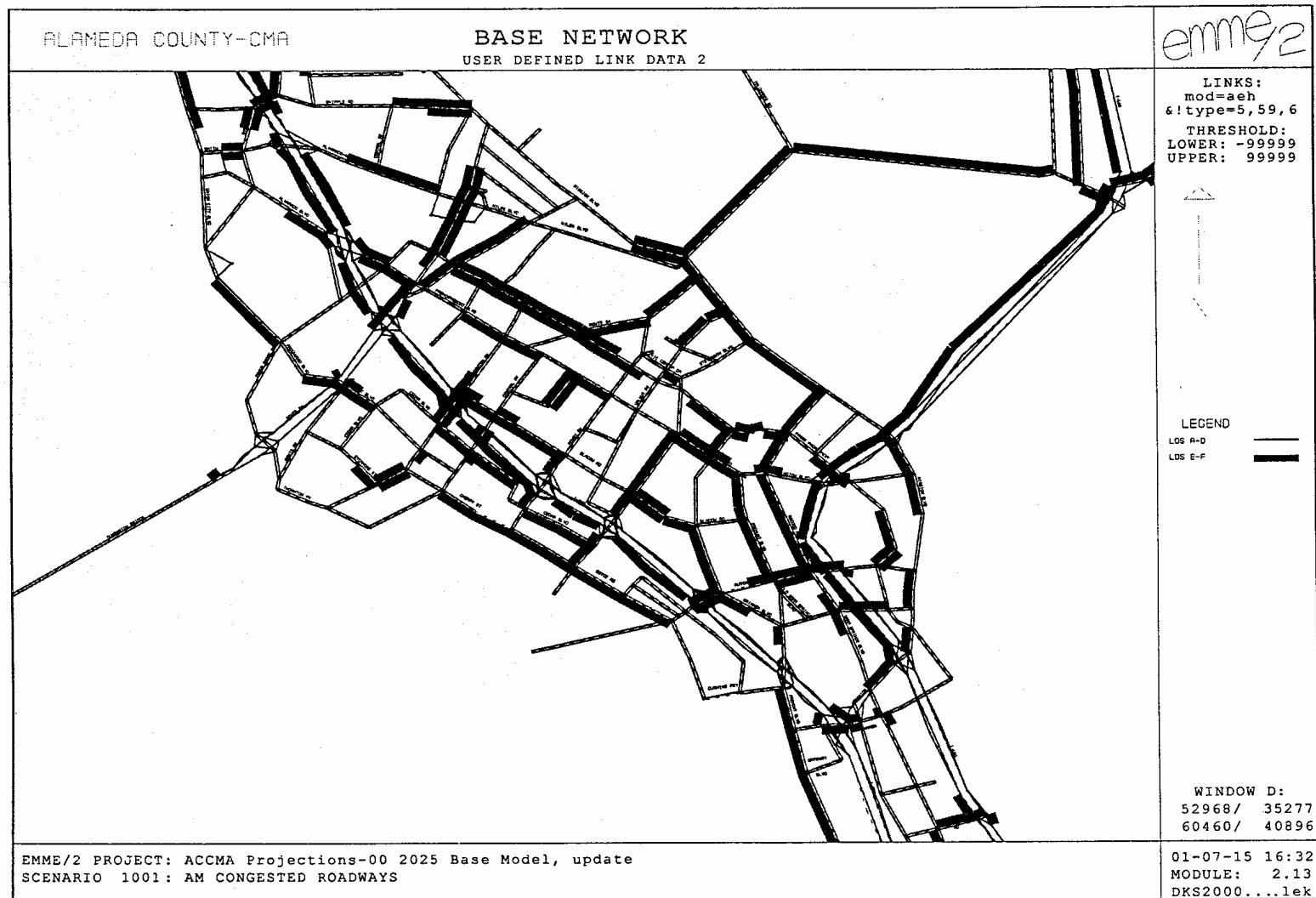


Source: Alameda Countywide Travel Model
Figure A.18 — 2025 Baseline Congested Roadways, P.M. Peak Hour, South County

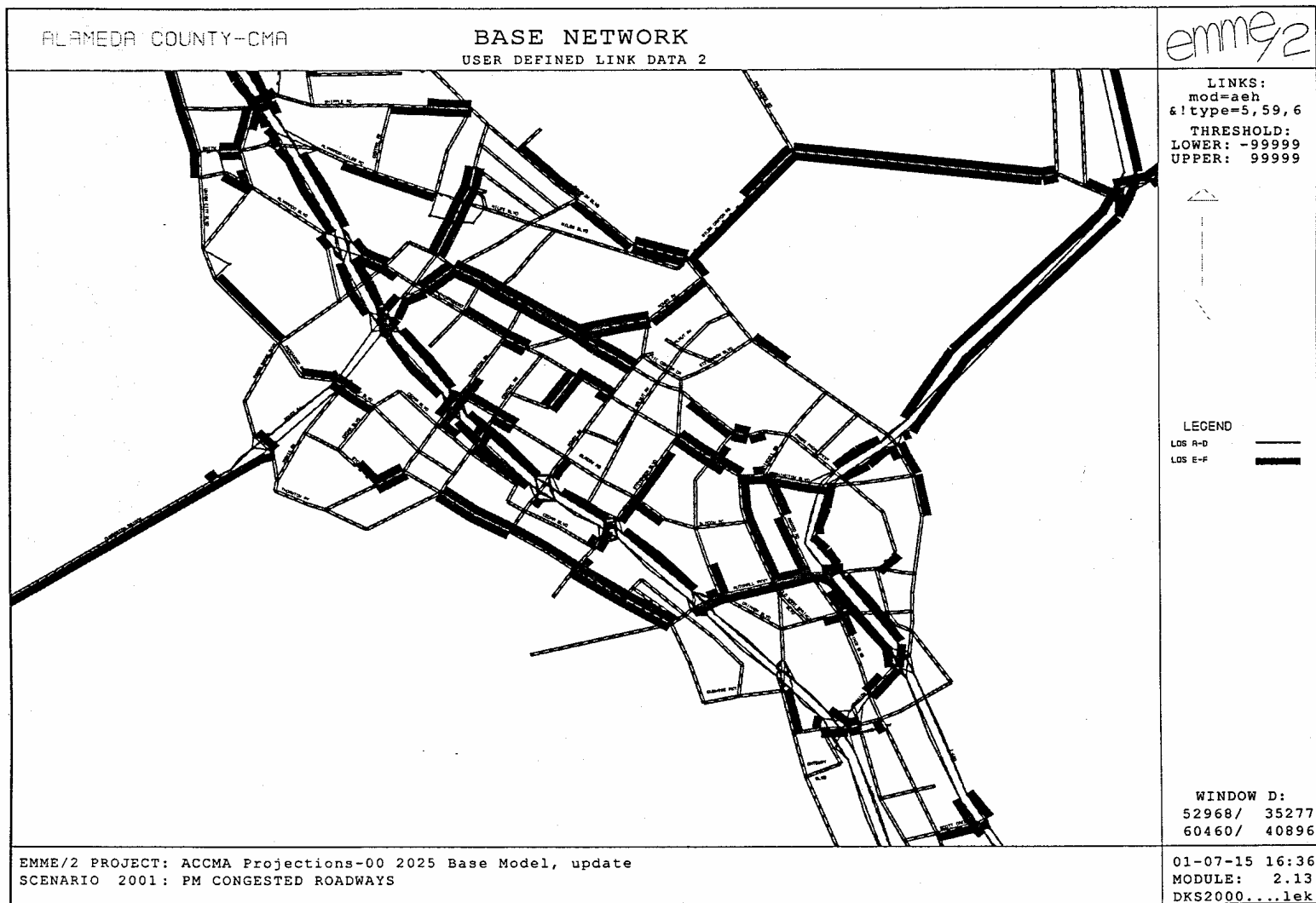


Source: Alameda Countywide Travel Model

Figure A.19 — 2025 Tier 1 Congested Roadways, A.M. Peak Hour, South County

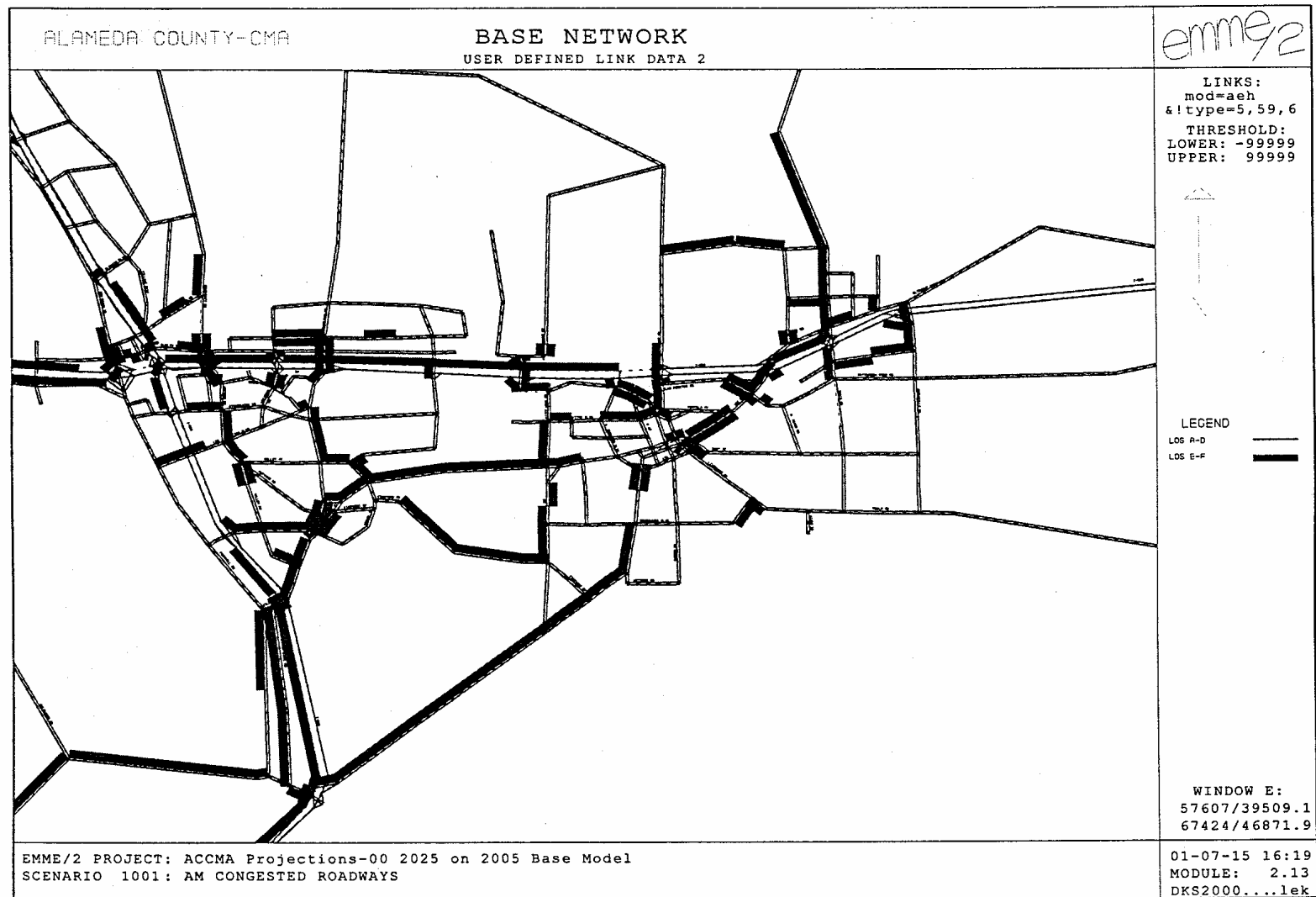


Source: Alameda Countywide Travel Model
Figure A.20 — 2025 Tier 1 Congested Roadways, P.M. Peak Hour, South County



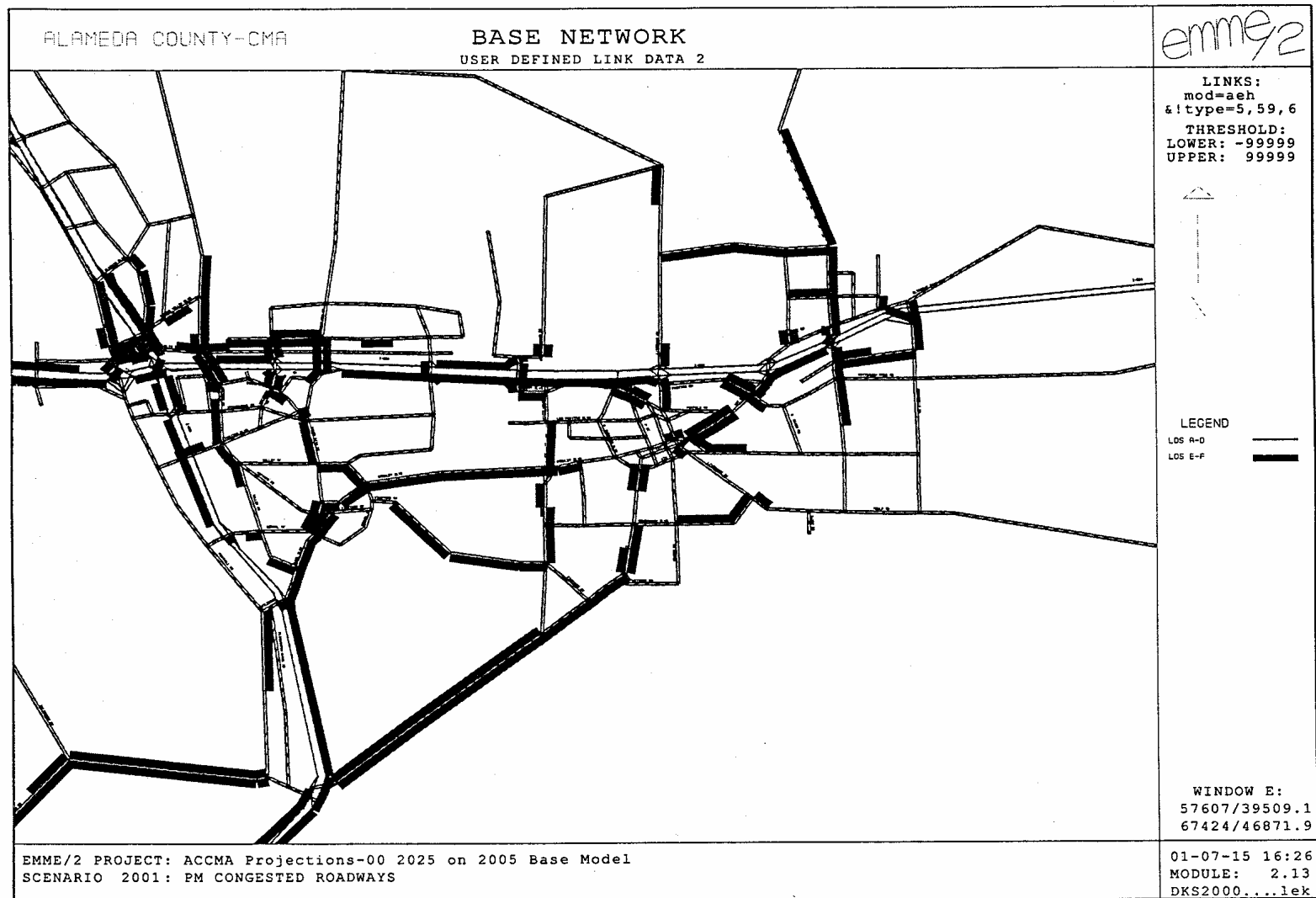
Source: Alameda Countywide Travel Model

Figure A.21 — 2025 Baseline Congested Roadways, A.M. Peak Hour, East County



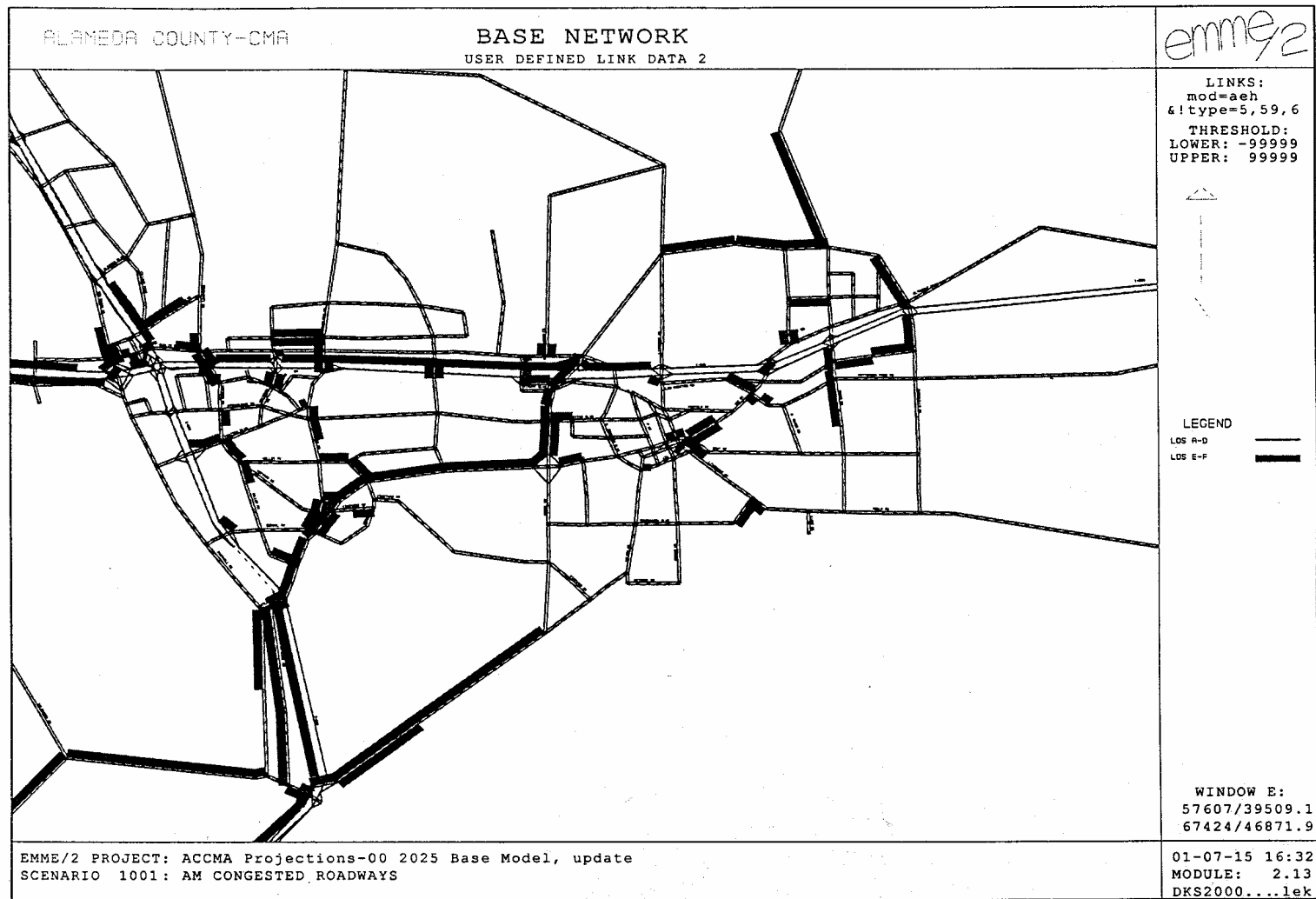
Source: Alameda Countywide Travel Model

Figure A.22 — 2025 Baseline Congested Roadways, P.M. Peak Hour, East County



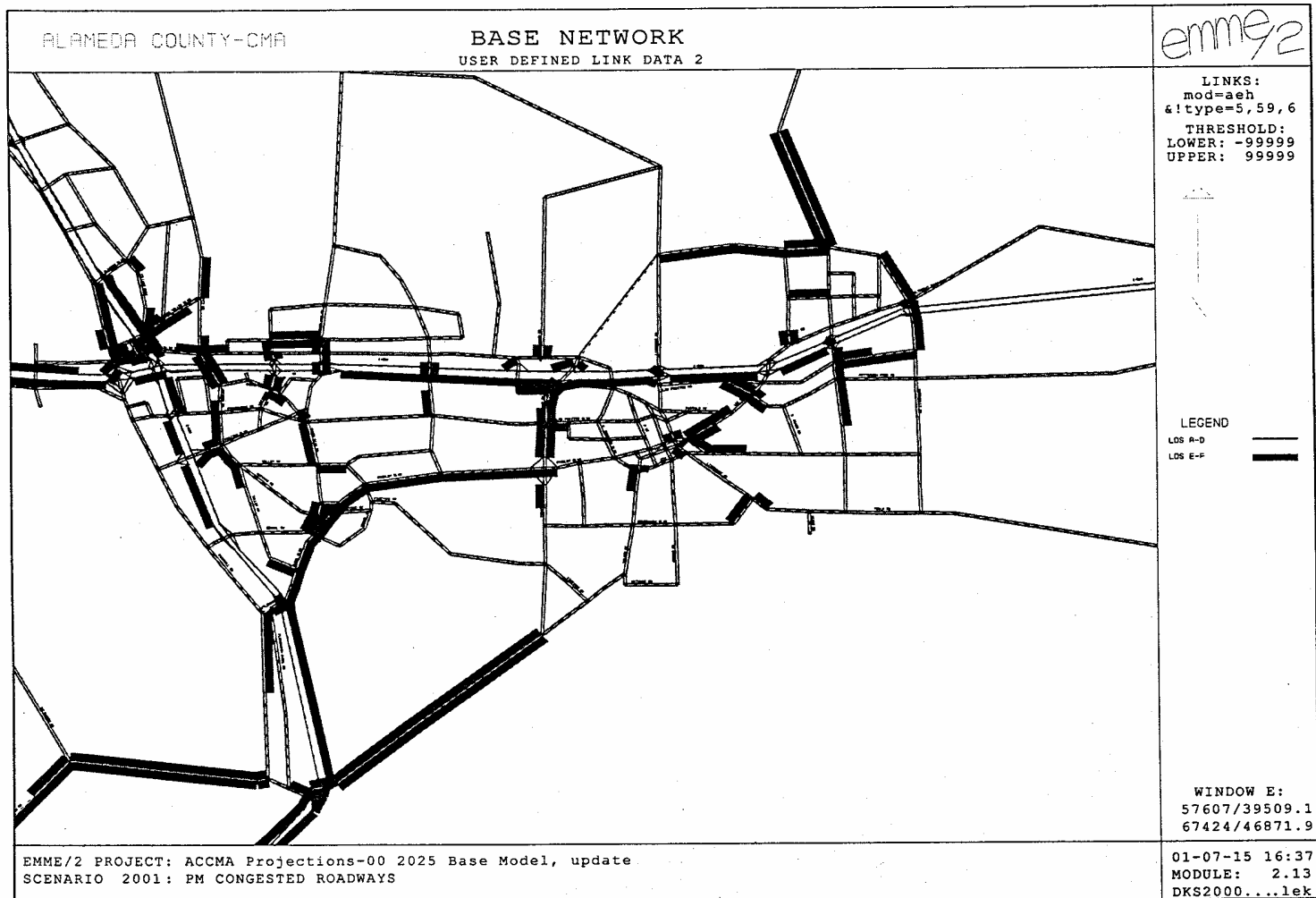
Source: Alameda Countywide Travel Model

Figure A.23 — 2025 Tier 1 Congested Roadways, A.M. Peak Hour, East County



Source: Alameda Countywide Travel Model

Figure A.24 — 2025 Tier 1 Congested Roadways, P.M. Peak Hour, East County



Source: Alameda Countywide Travel Model

FUTURE TRANSIT PLANS

AC Transit

Several major studies in the last several years will influence both near-term and long-term service in the AC Transit service district. In an effort to determine how Measure B funds could be allocated to create the most efficient and effective transit network, AC Transit completed the *Service Deployment Policy Study*. This study provided the AC board with a policy basis upon which to make decisions about service allocation, service design and operating practices under a wide variety of circumstances. With the ultimate goal of providing useful and efficient mobility service, the study made bold recommendations to ensure that available resources would focus on services that best meet the needs of AC Transit's constituents, including the riders, employers, schools and businesses. The *Service Deployment Policy Study* also provided a phased strategy for implementation that considers when Measure B funds will be available.

The first phase of service improvements will begin in fiscal year 2001-02 with the implementation of express service on San Pablo Avenue and a major service restructuring in the

cities of Hayward, San Leandro and the unincorporated portions of Alameda County. It is expected that the implementation of all phases of the plan will be completed in fiscal year 2004-05.

Another study that is shaping AC Transit's services is the *Major Investment Study* (MIS) on the Telegraph/International Boulevard/East 14th Corridor. A successor to the *Alternatives Modes Analysis*, which reviewed options aimed at improving air quality, this 16-month study reviewed transit options in the corridor to gain consensus on a major capital investment that would improve mobility in the corridor as well as service operation and efficiency. As a result of the MIS, AC Transit has included a bus rapid transit (BRT) project in Tiers 1,2 and 3 of the *Countywide Transportation Plan* and will seek Federal New Starts funding or Bus Discretionary funds to complete the project. The next phase of the MIS will include environmental clearance and preliminary engineering.

BART

BART has a system extension program that includes plans for new stations in Alameda County in south Fremont (Warm Springs Extension) and West Dublin/Pleasanton. The

Oakland Airport connector project would enhance transit linkage between the Coliseum BART Station and Oakland International Airport. According to BART's draft fiscal year 2002 Short-Range Transit Plan (SRTP) and Capital Improvement Program Update (May 17, 2001), the BART system will have 43 stations and 101 miles of double mainline track by fiscal year 2003. Systemwide ridership is forecast to increase 29 percent from 99.2 million trips in fiscal year 2002 to 128.1 million in fiscal year 2011.

Ridership growth over the SRTP forecast period for both the core system and extensions would require a larger fleet, more trains and more frequent service relative to today's schedule. BART plans to expand service by:

- Adding nine trains to the peak period schedule, increasing the maximum number of online trains from the current 56 to 65, including one shuttle train from Millbrae Station to the San Francisco Airport Station.
- Increasing transbay service from the current schedule of 22 trains per hour to 26 per hour. This throughput will require reducing the system's minimum headway capability from two minutes and 15 seconds currently to two minutes or less by fiscal year 2003.

This improvement will allow BART to increase transbay service to 30 trains or more per hour.

Achieving this service expansion depends on the implementation of the capital improvement program, which includes:

- Complete renovation of the original 439 A and B cars, midlife overhaul of the C1 cars and increased inventories of repairable components.
- Station renovations, including automatic fare collection equipment, escalators and elevators.
- Renovation and replacement of communications and train control systems, including implementation of AATC to support the two-minute minimum scheduled headway service and faster train run times.
- Renovation and expansion of shops and yards, and replacement of maintenance and other essential equipment.
- Renovation and upgrade of the traction power system.
- ADA accessibility improvements, including other elevator enhancements, parking and signs.

- Access improvements, including additional bicycle lockers and several station area developments.

The Dublin/Pleasanton extension is a 13.8 mile double-track extension (including tail track) that connects to the Fremont line just south of the Bayfair Station in San Leandro. New stations opened in 1997 in Castro Valley and East Dublin/Pleasanton. A third station is planned between these two stations to serve downtown Dublin and the Stoneridge Mall. The third BART station, together with additional I-680 hook-ramps planned for the area, will provide additional Tri Valley access to the BART system. The BART board certified the environmental impact report (EIR) for the station and joint development project in April 2001. The city of Dublin is expected to certify the EIR in late summer 2001.

The Warm Springs Extension to south Fremont will be a 5.4 mile double-track project extending from the existing Fremont Station to the Warm Springs Station just south of Grimmer Avenue in Fremont. An optional station is being considered at Washington Boulevard in the Irvington District.

The BART/Oakland International Airport intermodal connector project will directly connect the BART Coliseum Station with the airport terminals, providing improved transit service to air passengers and airport employees. BART will be issuing a draft EIR for the project in summer 2001, with adoption anticipated in the fiscal year 2002. Various technologies and funding sources are being evaluated.

BART is conducting a systemwide assessment of strategic opportunities by exploring new transit service options, and by developing partnerships with other transit agencies, local communities and private entities to implement service expansion. In Alameda County these efforts include:

- I-580 Corridor/BART to Livermore Study: The CMA is co-lead with BART for this corridor study, which was funded through the Governor's Traffic Congestion Relief Program. Study participants will develop both interim and long-term transit strategies by evaluating a variety of modes with the goal of providing relief for the growing traffic congestion problems in the Tri Valley.
- Jack London Square: BART, in partnership with the city of Oakland, has initiated a

preliminary assessment for improving transit service to the Jack London Square area of downtown Oakland. The study will assess transit needs for the area, assess the associated benefits to the BART system of creating a Jack London Square Station, determine the level of support in the neighborhood for an infill station and develop a preliminary scope and budget for a future engineering feasibility study.

reduce port-generated traffic on I-80 by 400 trucks per day by the year 2000. The project also will reduce truck traffic on other Alameda County freeways as well.

FUTURE FREIGHT MOVEMENTS

The Port of Oakland is developing plans to construct a Joint-Use Intermodal Container Transfer Facility to enhance the port's competitiveness in attracting new cargo markets. The project would include construction of a rail yard facility within the Port of Oakland for loading and unloading marine containers onto double-stack rail cars. This enhanced intermodal transfer facility is being designed for shared use by all railroads serving the Port of Oakland. The Intermodal Transfer Facility, which will enhance the efficiency of cargo operations between ship and rail in the Port of Oakland, is expected to